

THE GAZETTE.

FRIDAY EVENING, SEPTEMBER 6.

Stagnation and Depression.

It is time that the people of eastern Virginia should nerve themselves and go to work with life and energy, call things by their right names and look facts in the face.

Every man you meet will tell you that everything is stagnated and depressed, and with great complacency will give you to understand that this stagnation and depression is the reason why he can do no better. There certainly is a lamentable stagnation in almost every branch of industry, and a melancholy depression of all agricultural interest throughout eastern Virginia. It is true that this state of things is partly due to political causes which are beyond the control of our people; but it is equally true that they have left undone much that they might have done, and that what they have done, has not been done with that life and energy which is necessary to insure success in every undertaking. It is a common thing to hear men of intelligence and position—men whom the people consider as the wise men of the land—say that nothing can be made at farming nowadays. These wise men give solemn utterance to this melancholy declaration, and their admirers accept it as a comfortable solution of all their misfortunes, and content themselves to follow the old grooves on to poverty and dilapidation.

Now, what are the real causes which operate to depress business of all kinds in eastern Virginia? It is that a considerable proportion of the best lands are tied up in litigation, and that almost every man who is heavily in debt has set himself down in the shape of a providential dispensation either in the shape of a homestead or bankruptcy, or some other indefinite relief, that will secure him his property without even the respectable effort on his own part. These men who claim the benefit of the homestead exemption have no inducement to work, because whatever they accumulate over and above a support will be taken from them. They have no permanent interest in improving the property, because it must ultimately go to their judgment creditors.

Most of those who go into bankruptcy suffer grievous disappointment. They expect large allowances, but the bankrupt court consumes the whole estate, and the bankrupt citizen comes out without either property or credit. In this wise the energies of many good men are stifled, and much of the best land tied up in such hands as to make it valueless to the State as a source of wealth. And even where land-owners are clear of debt, and have no capital except their land, they manifest no spirit of improvement, and are impressed with the same melancholy premonitions of failure that affect such a large portion of our citizens both as to their own and the undertakings of others.

What we need as a people is hope and confidence in the reward of labor; and we should remember that in this age of improvement, and labor-saving machines that none but intelligent and well applied labor can be made to pay; and that wherever industry devotes itself to working poor land instead of to the improvement of poor land, we may expect to see impoverished and hopeless people.

It is time that we should turn our backs on the prophets of evil, and trusting with confidence in that reward which God bestows upon all honest, earnest, intelligent labor, go to work with faith and zeal, and place our State where her soil and climate entitle her to stand—in the front rank of agricultural progress. We have the most charming, honest and delightfully social population in the world; but if they are to continue in this nervous, listless apathy there is no hope for us, unless a large proportion of the lands shall change hands. As long as the best lands are in large tracts, and owned by persons who have neither the means, nor the energy to get the means that is necessary to work them properly, the country will remain poor. If farmers have more land than they can work, let them sell off parts of their land and improve the balance.

The history of agriculture shows that the natural advantages of climate and soil have but little to do with the success of agricultural pursuits—that many of the most productive natural soils have been permitted to grow up in brambles and remain idle—the most fertile has been wrought up to the highest standard of productiveness. Labor and capital is the key to agricultural success.

Gen. Hunton's Appointments.

The following appointments to address the people of this District have been made by Gen. Byrd Hunton, Conservative candidate for Congress from this, the 8th District:

Clarke C. H., 2d Monday in September.
C. P. C. H., 3d Monday in September.
Rappahannock C. H., 2d Monday in October.
Warren C. H., 3d Monday in October.

Appointments for Alexandria, Loudoun and Fauquier will be announced hereafter. (aug 20-21)

W. M. E. WOOD & CO.

Proprietors of
GOLD'S AUTOMATIC LOW STEAM AND
HOT WATER HEATER, AND
LAWSON'S CELEBRATED HOT AIR FURNACE.

Inventors and Patentees of the
PARLOR, SUN AND LIGHTNING FIRE
PLACE HEATERS AND PARIS
RANGES.

Dealers in all kinds of HEAT AND COOK
STOVES, KITCHEN WARE, GRATES,
SLATE MANTELS, etc., etc. Special care
taken with PLUMBING and all kinds of Steam
and Water Piping, repairs for Steam Heaters,
Furnaces, Ranges, Stoves, etc.

S. W. cor. Baltimore and Euclid Sts.,
sep 5-2m Baltimore, Maryland.

COPARTNERSHIP—I have this day associated with me my brother, ALEXANDER NOTT, as partner in my business, to take effect from the 1st of September. The style of the firm is now changed to A. H. NOTT & BRO.

I hereby extend thanks to my friends and customers for the very liberal patronage extended me for the last five years, and solicit a continuance of the same to the new firm. We will keep constantly on hand a full and complete line of HOUSEKEEPERS' ARTICLES. Our wholesale department will be greatly enlarged, and we respectfully call the attention of the trade to our very large stock of WOOD AND TIN WARE, Cordage, Looking Glasses, Brooms, Blacking, Matches, &c., &c., obligating ourselves to sell as low as in any Northern city.

A. H. NOTT & BRO.,
aug 12-1024 Sales room, 60 King st.

THE SINGER

FAMILY SEWING MACHINE.

The returns of sales of the different Sewing Machines during the year 1871, show the Singer to be far the most popular machine in the market, the number sold being 181,200—50,000 more than their highest competitor. Over 200 in daily use in this city. This preference for the Singer is due to its simplicity, durability and intrinsic merits, and can be maintained against all competitors. Machines sold on the most liberal terms. Parties in the country will address

C. C. BERRY, Agent,
aug 20 72 King street, Alexandria, Va.

CHEAP SUGARS—A full stock of Demerara, Porto Rico and Refined Sugars, of all grades, received and for sale at lowest prices by

AVERY & DAVIDSON,
sep 2 226 King st., cor. Alfred.

B. OF CHEWING TOBACCO, and the best brands of SMOKING TOBACCO, for sale by

AVERY & DAVIDSON,
sep 3 226 King st., cor. Alfred.

FINANCIAL.

LAND GRANT RAILROAD BONDS.

THE BEST SECURITY IN THE WORLD.

Among the multitudinous securities, which are pressed on the attention of the capitalist, none offer such a tangible and reliable certainty as the carefully-selected bonds of bona fide Railroad Companies, holding Land Grants from the United States Government.

In addition to the advantages, which an ordinary First Mortgage Bond of a successful railroad presents to the Investor, by its first-class security and its ready convertibility at any time, into cash, a Land Grant Railroad Bond offers the nearest possible approach to absolute security, by its being represented not only by a complete plot of equipped road, but by the additional pledge of lands, at least equal in value to the amount of the bonds issued.

The effect of this is, to place the bonds in the hands of shrewd capitalists—men who look to security above everything, and who, in no great degree, are necessary, than the case of the Illinois Central Railroad Company, by whose owners the State of Illinois has, in the course of a few years, not only been built up and populated, but has also been freed from debt, converting that State from a barren waste into one of the most flourishing States in the Union, and at the same time, placing the securities of that Company among the most favorite on the Markets of the World.

Many of the companies whose roads are now in course of construction, own land grants as small as one-half section, but these, by their compactness, hold out to a very large extent, prominent among which we note the St. Joseph and Denver City Railroad Company, to which association belong 1,700,000 acres of the finest lands in Kansas and Nebraska.

This road is located in Missouri, Nebraska and Kansas, the progress of the two former of which States is too well known to require further allusion thereto.

Kansas, which is the nearest and most promising State beyond the Missouri border, is rapidly filling up with hardy agricultural settlers, and there is every indication that it will soon surpass one of the most productive populations in the Union. Many colonies, both from the East and Europe, are locating in the State, and thriving and growing villages are springing up in every direction, the lands surrounding the depot quickly purchased and cultivated by Farmers.

The climate of Kansas is mild and agreeable; the winters are short and snow seldom falls to any considerable depth; the soil is adapted to the cereals and all the fruits and vegetables of the Eastern States; wheat and sorghum are abundant crops, and cotton has been raised in South Kansas. Eastern Kansas presents a succession of rich prairies, fertile valleys, grass-covered hills with an abundance of yellow oak, black Walnut, elm, hickory, sycamore, basswood and other timber, along the streams. The middle and more fertile western part of the State has many extensive tracts of forest, the best requisites of the finest grazing country. The more important mineral products are granite, gypsum and coal. The entire area is 57,000,000 acres, or enough to make eleven States of the size of Massachusetts.

It is evident that the St. Joseph and Denver City Railroad Company has even a better prospect, than the Illinois Central R. R. Company ever had, as not only by its construction it becomes the Middle Route from the Atlantic to the Pacific Ocean, but by its cut-off line from St. Joseph to Fort Kearney, it secures, from the start, all the passenger and freight traffic that it can move, furnishing thereby, irrespective of the Land Grant, undeniable security to the bondholder. When this is added to the fact, that the other Land Grant Railroad Companies have sold their lands at all sorts of prices, from a maximum of \$14 per acre down to a minimum of \$2.18 per acre, it will be seen that, if this Company should realize only \$4 per acre for their lands, without taking into any account the profits of their traffic, they would realize, on the entire area, at least \$1,700,000 above their mortgage, which is only \$5,000,000.

The road, which is being most substantially and thoroughly built and is being rapidly hurried to completion, will at once form the most important link in the great railway-growing-out-of-the-United States. It will shorten the time and distance between San Francisco and the cities of the East, and is of special importance to the traveler from the Pacific Slope, who desires to reach St. Louis or any part of the country lying south or southwest of that rapidly-growing city. Immediately on its completion, it is destined to receive a large share of the business going East or West, beyond the Missouri River, and its managers have shown a wise foresight, in equipping the line with an abundance of rolling stock of all kinds, to meet the demand that is sure to arise.

That the great advantages of this road have been appreciated by capitalists, is shown by the rapidity with which its bonds have been taken up. Only a limited amount of them remain unissued, and are looked on as an investment of the highest character. The money received from the sale of lands, form a sinking fund for the redemption of the bonds, and the prospect is, that long before they fall due, the sale of the lands will accumulate sufficient funds, to meet them without trenching in any way upon the business of the road.

The interests of the bondholder have been guarded in every shape and way. The bonds have been guaranteed to run from May, 1870, and are payable in gold in the City of New York. They bear interest at the rate of Eight per cent. per annum, payable in Gold semi-annually. Free of tax, on the 15th days of Feb. and Aug., in New York, London, or Frankfurt-on-Main, at the option of the holder, without notice, and in the currency of the country in which the Coupons are presented. Although these bonds are sold at a premium, they may be registered in the owner's name with the Coupons on, or they can be converted into a registered bond by the surrender of the Coupons, and the interest paid to the registered owner at any of the three points where the Coupons are payable.

The management of this enterprise is in the hands of thorough practical men, and the Financial Agents are the well-known, experienced banking firm of Tanner & Co., 11 Wall Street, New York.

Altogether it is believed that no loan was ever offered in this market, which combines every element of security with such a high rate of interest, and it is certain that Capitalists do not often have the opportunity of placing their money, for so long a time on a security, producing more than eight per cent. interest in gold.

These bonds are of the denomination of \$100, \$500 and \$1000, and are for sale at 97½ and accrued interest, in currency.

The agents for their sale in this city are Messrs.

W. D. CORSE & CO.,
57 & 59 King st.

who confidently recommend them as a first-class security, and who have already sold a large amount to some of our most prudent and sagacious business men.

aug 24-1f

MATIN AGUE MIXTURE

WILL POSITIVELY CURE CHILLS AND FEVER.

This Mixture contains no quinine and nothing whatever that can injure the general health, nor is it disagreeable to the taste. It is composed of the finest ingredients, and the patient need not change his customary mode of living, while taking the remedy. It is a pleasant tonic, and if taken in small quantities before breakfast each day it will prevent Chills and Fever in localities where miasma prevails. It will be found that MATIN AGUE MIXTURE excites an appetite and improves the general health.

[Certificates of eminent Baltimore Physicians.]

Having analyzed the Matin Ague Mixture, I cheerfully recommend it as the best remedy extant for Chills and Fever. It is a fine tonic and its use will improve the general health.

WILLIAM E. STEWART, M.D.,
Resident Physician Maryland Hospital.

[Dr. J. B. Williams' Certificate.]

I hereby certify that I have made a careful analysis of the Matin Ague Mixture, and that it does not contain quinine. It is an excellent tonic, and its use will greatly benefit the general health. I do not hesitate to recommend it as the most efficient remedy that can be prepared for Chills and Fever. J. B. WILLIAMS, M.D.

The very many instances which came under my personal observation during the past season, in which the Matin Ague Mixture effected a cure, where all other remedies had failed, enables us confidently to recommend it to our trade as a most reliable and valuable medicine. For sale, both wholesale and retail, at our Drug Warehouse, No. 145 King street.

aug 20-1m

JANNEY & CO.,
General Agents.

BONE DUST, reduced to the finest powder, and of absolute purity. For sale by

R. M. LAWSON,
aug 31

RANGE, ALEXANDRIA AND MANASSAS RAILROAD.

DOUBLE DAILY TRAINS.

On and after SUNDAY, June 30, 1872, two daily passenger trains will run between WASHINGTON and LYNCHBURG, effecting double daily connections through between NEW YORK and NEW ORLEANS. At Gordonsville, connection is made, by rail train, with the Chesapeake and Ohio Railroad daily, Sunday excepted, to Richmond, Staunton and the VIRGINIA SPRINGS; at Lynchburg, with Atlantic, Mississippi and Ohio Railroad, for the West and Southwest, and at Washington, for the North and Northwest.

Double daily connection to and from White Sulphur, excepting Mail Train on Sunday. Leave Alexandria at 8 a. m., and get to White Sulphur at 8:40 a. m.; or leave Alexandria at 1:10 p. m., next day, leave New York at 9 a. m., arrive at Alexandria at 1:15 p. m., and 6:45 a. m., and arrive at White Sulphur next day at 1:10 p. m.

Leave Washington daily at 7:00 a. m. and 6:45 p. m., and Alexandria at 8 a. m. and 7:45 p. m., arriving at Lynchburg at 4:50 p. m. and 4:00 a. m., leaving Lynchburg at 9:00 a. m. and 11:00 p. m., arrive at Alexandria at 1:15 p. m. and 6:45 a. m., and at Washington at 7:15 p. m. and 7:30 a. m.

For MANASSAS DIVISION leave Washington daily (excepting Sunday) with main line train, at 7:00 a. m.; and Alexandria at 8:00 a. m. Leave Manassas Junction at 9:30 a. m.; pass Strasburg at 1:10 p. m., and arrive at Harrisonburg at 4:00 p. m., connecting with Harmon & Co's Stage Lines to Staunton, Rawley Springs, &c., &c., and at Mount Jackson, with stage line to Orkney Springs.

Eastward, leave Harrisonburg at 10:30 a. m.; pass Strasburg at 1:25 p. m., arrive at Manassas Junction at 4:50 p. m., connecting with main line through to Washington and the North and West.

Good connections, by comfortable coaches, are made to Fairfax Court House from Fairfax station; to Middleburg from Plains; and to Upper Marlboro from Piedmont.

Both the Eastward and Westward bound trains make close connection at Strasburg with the Winchester and Strasburg Railroad, to Winchester and Harper's Ferry, and to Capon, Rock, Leon (late Capper) and Jordan's Springs.

Elite sleeping cars are run daily between New York and Lynchburg.

Also, cars through between Baltimore and Lynchburg, avoiding the inconvenience of transfer in Washington.

Through tickets and baggage checked to all prominent points.

Excursion tickets, at reduced rates, to all the principal summer resorts, on sale at the Washington, Alexandria and Lynchburg offices.

J. M. BROADUS,
General Ticket Agent

aug 28-1f

ALEXANDRIA & WASHINGTON R. R.

DEPARTURE OF PASSENGER TRAINS.

On and after MONDAY, April 15, 1872, through Mail Trains leave Washington, from Maryland Avenue Depot, at 7:20, 8:30, 9:40, 11 a. m. and 1:50, 3:50, 6:30 and 8:10 p. m. For Lynchburg and intermediate stations, Sundays included. Leave Alexandria, from Duke and Henry streets, at 6:45 a. m. and 6:45 p. m. from Lynchburg and intermediate stations, Sundays included, connecting with the morning and evening trains for Baltimore, Philadelphia and New York.

Local Passenger Trains leave Washington, from Maryland Avenue Depot, at 7:20, 8:30, 9:40, 11 a. m. and 1:50, 3:50, 6:30 and 8:10 p. m. Leave Alexandria, from the corner of Duke and Henry streets, at 6:45 a. m. and 6:45 p. m. and arrive at Alexandria at 6:45 a. m. and 6:45 p. m. Local Sunday Trains leave Alexandria, from the corner of Duke and Henry streets, at 4:45 a. m. and 9:00 p. m. Leave Washington, from Maryland Avenue Depot, at 8:30 a. m. and 10 p. m. Through tickets can be procured at the office of the Company, corner of 9th street and Maryland Avenue, Washington, and baggage checked through. O. A. STEVENS, Gen. Supt. W. J. PHELPS, Gen. Manager. ap 18-1f

WASHINGTON & OHIO RAILROAD

SPRING SCHEDULE, BEGINNING APRIL 1, 1872.

TWO TRAINS DAILY, except Sundays, between Alexandria and Hamilton.

Leave Alexandria at 8:45 a. m. and 4:10 p. m.; arrive Leesburg at 10:35 a. m. and 6:30 p. m.; and arrive at Hamilton at 11 a. m. and 6:55 p. m. Leave Hamilton at 5:40 a. m. and 12:50 p. m.; pass Leesburg at 6 a. m. and 1:12 p. m., and arrive at Alexandria at 8:05 a. m. and 3:05 p. m. The 8:45 a. m. train from Alexandria and 12:50 p. m. train from Hamilton connect at Hamilton with Kemp's Daily Line of Coaches for Purcellville, Snickersville, Berryville and Winchester; also with Ream's Line of Coaches, which leave Leesburg daily for Middle and Middleburg.

Commutation tickets, 3 cts. per mile. Annual tickets, \$60.

R. H. HAVENER,
General Ticket Agent.

aug 28-1f

ORANGE, ALEX. & MANASSAS R. R.

THROUGH TICKETS.

FOR BALTIMORE, PHILADELPHIA AND NEW YORK, and all the GREAT WEST, are on sale at the ticket office, corner Duke and Henry streets, for the regular through trains, leaving at 6:45 a. m. and 6:30 p. m. If bought at the above named regular hours, these tickets will not be required on trains leaving at 4:45 a. m. and 9:00 p. m. Baggage checked through to North or West. Take the 4:45 a. m. train for earliest Western connections.

aug 12-1f J. M. BROADUS, G. T. A.

BOOTS AND SHOES.

BOOTS AND SHOES.

THIRTY PER CENT SAVED

by buying your

BOOTS AND SHOES

by the single pair, at WHOLESALE PRICES

at the store,

NO. 108 KING STREET.

JOSEPH KAUFMANN

Sole Agent for Alexandria of the

IMPROVED BISMARCK CHAMPION AND DIRT EXCLUDER SHOE.

sep 19-1y

GEORGE W. HARRISON,

Wholesale Dealer in

ALL KINDS OF SALT & SMOKED FISH,

Office, 36 King st. and 50, 51 & 52

Fish Wharves,

Alexandria, Va.

Liberal cash advances made on consignments, and prompt returns.

LANE'S HAMS, of small sizes, for sale by

J. C. MILBURN.

sep 4

RAILROADS.

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